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# A GRAPHIC HISTORY THE SENS AIRBORNE DIVISION

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ITALY (II)

OPERALIO NIJMESEN

DZ

MALDEN

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HOLLAND, 1944

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**Report Documentation Page** 

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S2D AIRBORNE DIVISION

OPERATION MARKET

HISTORICAL DATA

PART I - NARRATIVE

PART II - GRAPHIC PLATES

PART III - MAPS OF LANDINGS

PART IV - STATISTICS

JAMES M. GAVIN, Major General, U. S. A., Commanding

#### NARRATIVE

Upon its return from Normandy on 19 July 1944 this Division was located in the Nottingham-Leicester-Market Harboro Area. There it remained and trained until its participation in operation MARKET on 17 Sep.ember 1944. Twenty-four hours prior to take-off, all airborne elements of the Division were closed at seven airfields in the Grantham-Cottesmore-Langar area. Briefings were conducted, loading plans formulated, all final checks made, and the Division took off for the Netherlands commencing at 170950 September 1944.

The mission of the Division in this operation was as follows:

"Land by parachute and glider commencing D Day South of Nijmegen; seize and hold the highway bridges across the Math River at Grave and the Waal River at Nijmegen; seize, organize, and hold the high ground between Nijmegen and Groesbeek; deny the roads in the Division area to the enemy; and dominate the area bounded North by line running from Beek West through Hatert thence Southwest to Eindschestraat, South by River Mass and the Nook-Riethorst highway, East by Cleve-Nijmegen highway and Forst Reichswald, and West by line running North and South through Eindschestraat."

The first lift consisted of:

	Prcht	<u>Glider</u>
Hq & Hq Co 82nd A/B Div	9	20
Hq & Ha Btry Div Arty	3	2
82nd A/B Sig Co		6
Btry A 80th A/B An Bn		22
307 A/B Ener Bn	27	
504 Prent Inf	137	
505 Prent Inf	126	
508 Frent Inf	130	
325 Glider Inf	ລ	
376 Prent FA Bn	48	
Total	482	50

All units dropped as planned except two serials of the 505 Parachute Infantry. A mixup in marshalling caused the 2d Battalion serial to drop before the 3d Battalion serial, and as a consequence the 2d Battalion serial was dropped two thousand yards Northeast of its scheduled drop zone.

The entire flight was preceded by a pathfinder team, which landed on DZ "O" ten minutes prior to the arrival of the first elements of the main body. With the exception in the 505 Parachute Infanty indicated above, all units landed on the drop zones, or in the immediate vicinity thereof, on schedule. Flak enroute was spotty and light. Flak coming from DZ "O" was initially heavy but inaccurate. The first parachutists to land destroyed all flak crows and took over their weapons. Enemy dispositions along the Maas-Waal Canal in the vicinity of all bridges and in the wooded country around the Nijmsgon heights and in the Reichswell work, as anticipated, well organized and of about a strength of eight battalions. Harassing fire continued to come from the edges of the drop zones throughout all of the landings until overcome. Enemy, reaction was prompt and appeared to follow in a definite pattern. All local troops were committed immediately in piece meal fashion. Nearby "homeguard" type troops were thrown in as quickly as they could be rushed to the operational area. This piece meal build up increased until a coordinated attack was made by the German 6th Par. Division on D/4.

Local enemy units were initially overcome and destroyed or, except for those in the city of Nijmegen proper, they dispersed in the first several hours after landing.

A day by day summary of the activities of each unit of the Division follows:

#### D DAY, 17 SEPTEMBER

Division parachute elements in four hundred and eighty-two C-47's and a serial of fifty gliders left airports in the area of Grantham, England, between 0950 and 1040. All serials except those of 504 Parachute Infantry landed North, East, and South of Groosbeek, Holland, between 1250 and 1400. The 504 Parachute Infantry landed West of the Mass-Waal Canal and North of the Mass River. All drop patterns were excellent. Personnel and equipment losses enroute and during the drop were light, and assembly was the best in the history of the Division.

Headquarters and Headquarters Company 82nd A/B Division
Parachute elements dropped 1306; Clider elements landed 1350 on zone
Scuth of Grosbeek, moved North through woods, and established Division
Command Post at predesignated location 1000 yards West of Grosbeek at
1700.

505 Parachute Infantry
Dropped after the Pathfinders at 1300, seized Groesbeek, occupied its area of defensive responsibility from Kamp Southeast to Mook, cleared its area of enemy, and contacted 504 Parachute Infantry at the Maas-Waal Canal bridge near Heuman. "Il initial missions were accomplished by 2000.

504 Parachute Infantry Dropped beginning 1313 West of the Maas-Waal Canal on three drop zones, two North and one South of the Maas River. One battalion dropped Northeast of Overasselt and at 1600, after overcoming strong enemy resistance, captured intact the Maas-Waal Canal bridge at Heuman. The sites of the Canal bridges near Blankenberg and Hatert, both of which had been destroyed by the enemy upon the approach of the battalion, were captured before dark. One battalion dropped West of Overasselt, blocked all Southward movement along the Grave-Nijmegen highway, and cleared the enemy from the Western portion of the Division area. One battalion dropped one rifle company South of the Maas at Grave and the balance of the battalion Narth of the river and West of Overasselt. Both forces moved against the bridge at Grave immediately. Surprise was complete and the bridge captured at 1430. The town of Grave was occupied at 2300 after having been abandoned by 400 enemy. All initial missions of 504 were accomplished by 1930.

Dropped Nariheast of Greesbeek at 1328. Based on a report from the Dutch that the town and bridges were lightly held, immediately moved into Nijmegen to take the Waal River bridges. At 2000 the attack met heavy enemy resistance about 400 yards from the highway bridge and was stopped. The regiment occupied the area immediately East of the Mass-Waal Canal and established road blocks to prevent enemy movement South of a line running East and West through Hatert. One company moved to clear the glider landing zone Northeast of Grossbeek and met considerable enemy resistance. One battalian, less a company, occupied the important high ground in the vicinity of Bargen Dal vishout too heavy an opposition. One company advanced on the Nijmegen Bridges from the Southeast and at 2400 had reached Hill 64.4 Northeast of Ubbergen. All initial missions of 508 were accomplished by 2330.

23450

376 Parachute Field Artillery Battalion
Dropped 1335 on drop zone South of Grossbeek, assembled the battalion with ten howitizers, and displaced 1000 yards to the position area. The battalion, initially in support of 505 Parachute Infantry, fired its first mission on call from the regiment at 1800.

307 a/B Engineer Battalion
Companies B, C, and D, all parachute, dropped South of Grousbeek at 1320. Companies B and D furnished cover on route march to elements of Division Hamiltonian and protected Division Command Post when it was established at 1715. Company C moved out to contact 504 P. r. chute Infantry West of Mass-Waal Canali

Battery A, 80th A/B Antimireraft Battalien Eight 57mm AT guns allotted as follows: Two, 505 Parachute Infantry; Two, 508 Parachute Infantry; Two; 504 Parachute Infantry upon making contact; Two, Division Reserve in vicinity of Division Command Posts

#### D PLUS 1, 18 SEPTEMBER

504 Parachute infantry
Continued to hold the Mass River bridge at Grave and the Mass-Waal
Continued to hold the Mass River bridge at Grave and the Mass-Waal
Continued to hold the Mass River bridge at Grave and the Mass-Waal
Continued to hold the Mass-Waal continued on the
West and Northwest of the regimental area along the Grave-Nijmesen
highway. At 1200 one platoon moved North along the West bank of the
Mass-Waal Canal and assisted in the capture of the bridge on the
Grave-Nijmesen highway near Honing-hutie.

505 Parachute Infantry
Maintained its area of defensive responsibility; repelled enemy attacks
at Horat, Grafwegen, and Riethorst; captured an enemy patrol trying to
work its way North to the Maas-Waal bridge at Heuman, and captrued a
train attempting to escape into Germany. At 1240 the regiment attacked
and cleared the glider landing zone South and Southeast of Greesbeek.

Withdrew battalion in Nijmegen end attacked to clear the glider landing zone Northeast and East of Groesbeek. The attack crossed the scheduled line of departure at 1310, completely surprised the enemy, and the landing area was swept by 1400. Sixteen antiaircraft guns and 148 prisoners of war were captured. Maintained its defensive sector throughout the 18th. At 181200 a platoon, with the assistance of 504 Parachute Infantry which advanced up the Maas-Waal Canal from the West, captured the Maas-Waal Canal bridge at Honinghutie. Regiment held the high ground vicinity Berg en Dal through the 18th against enemy patrols and sporadic enemy artillery action. One company moved into Nijmegen at 0900, advanced to the same spot to which the regiment had reached on the 17th, fought against a strong enemy force through the entire day, and at 1500 was withdrawn into the sector near Berg en Dal.

Glider Elements
Between 1000 and 1100 a lift of 450 gliders carrying an antitank battery of the 80th A/B Antiaircraft Buttalion, 319 Glider Field Artillery Battalion, 320 Glider Field Artillery Battalion, 456 Parachute Field Artillery Battalion, and 307 Airborne Medical Company departed from

fields in the United Mingdom and flew the same route as the lift of the previous day: Gliders landed in zones cleared by the 505 Parage chute largetry and 503 Faragnute Infantry in the vicinity of Green beek, Siverel gliders overenot, the landing zone and landed payond; the Datch-derman lorder bit a substantial number of personnel made their way back to the Division aleas. The overall gailer recovery was very satisfactory. After landing and essembline, 319 Giffer Field Artillery Battalion was pur in direct support of 508 crace chute Infantry, 456 Paracoute Field Artillery Battalion in direct support of 505 earachute Infantry, and 320 Glider Field Artillery Bayvalion in general support of the Division.

Followin, the glider lift by 20 minutes, a flight of 135 B-24 bombers dropped resupply on drop zone South of Groesbeek. pattern was good. Recovery was estimated to be at 80%,

#### D PLUS 2, 19 SEPTEMBER

Guards Armered Division reached Grave and the 504 Puraghute at 0820.

Regiment less one company left to guard the bridge at Grave, one 504 Por chute Infantry company left to guard each of the Maas-Weel Caual bridges at Houman and Honinghutie, and one company left to patrol and guard the highway from Grave to the Cominghatic bridge, was moved East of the Maas Wash Count, relieved 2d Bettalion 508 Personate Infantry, wash Chal, relieved ad Bettalion book amoved to vicinity Melden the Jonker Bosch wools. 3d Battalion was moved to vicinity Melden as Division Reserve.

505 Parchile lafantry
Regiment less 2d Estration, maintained its sector of respensibility
on the South of the Division area throughout the 19th.

2d Bo ta iou 505 Prochute Infantry
Atvested to Curilla Arto ed Division at 191103 and moved North to
assault he Nime en trices. The bettaling reached the edge of
assault he Nime en trices. The bettaling reached the edge of
Nimma en without incident and, to moving through the outskints of
the town, received only artiller fire.
The battalion reached
the center of the town, one company supported by seven tanks surned
the center of the town, one company supported by seven tanks surned
the outset and acved against the rail one bridge. The center of the
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Giards and one company of Bridish a mored in silvy described
the highest tridge. The assault was stopped at he was from
about 400 yards South of the bridge.
The bridge of the standard of the bridge of the company of the pridge of the company of the pridge of the company of the pridge of the company of the bridge of the company of the bridge of the company of the pridge of the company of t strong even defensive and, and at midnight activity consists of participation the strong point and mortaring the from the cemeters.

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Attached Units

1st Coldstream Guards, Armored, and 5th Coldstream Guards, Infantry attached to Division and moved to Dekkerswald in Division Reserve.

Resupply

Dropped at 1500, approximately 30 C-47's from excessively high altitude, recovery negligible.

#### D PLUS 3, 29 SEPTEMBER

504 Parachute Infantry

With 2d Irish Guards attached, cleared area between Jonker Bosch and Waal River. 3d Battalion relieved as Division Reserve. Regiment at 1500 effected crossing of Waal River East of Maas; at 1800 captured North end of railroad bridge over the Waal River, seized and cleared bridgehead North of Waal insuring passage of Guards Armored Division. Mopped up Western outskirts of Nijmegen and area South of railroad bridge.

505 Farachute Infantry

Regiment, less 2d Battalion, repelled sharp enemy attack at Horst and Heikant during morning. From 1300 to 2000 repelled at Mook enemy attack of an infantry regiment strongly supported by artillery after attack had penetrated Division perimeter to depth of 1000 yards on a 1000 yard front. Division perimeter restored at 2000. Regiment reinforced with attachment of 185 glider pilots.

2d Battalion 505 Parachute Infantry

Attacked enemy strong points at Southern ends of Nijmegen bridges during morning. At 1400 stormed strong point South of highway bridge, cleared area of enemy, and reached bridge by 1700. First tank of Grenadier Guards crossed 1830.

508 Parachute Infantry

Attacked at 1000 at Wyler by one company of enemy, infantry moving North and two companies of enemy infantry moving South, all supported by artillery and armor. Forced to withdraw to high ground to West. Enemy immediately occupied Im Thal and Lagewald. Attacked at Beck at 1200 by 2 battalions of enemy parachutists supported by armored vehicles, and forced to withdraw 1000 yards to high ground to Southwest. By counterattack drove enemy from and reoccupied Beck at 2140. Attacked again at Beck 2300 by enemy now reinforced and compelled to withdraw, leaving a detachment surrounded by the enemy in the town. Captured document from prisoner of war which revealed that enemy attacks at Mook, Beck, and Wyler were part of a coordinated Division attack intended to split Division area and sever the Grave-Nijmegen highway.

Attached Units

Sherwood Rangers Yeomenry and one squadron of the Royals, its reconnaissance unit, attached to Division at 1700 and moved into Dekker-swald.

#### D PLUS 4, 11 SEPTEMBER

504 Parachute Infantry

C inued defense of bridgehead over Waal and on mission of mopping up South bank of Waal from outskirts of Nimegen to Mass-Waal Canal.

505 Parachute Infantry (less 2d Battalion)
Continued to hold defensive sector on South of Division area from Kamp to Mook.

2d Battalion 505 Parachute Infantry Relieved of mission of elese in defense of Nijme en Bridges and assumed defense of line from Eastern exits of Nijmegen to Ubbergen.

508 Parachute Infantry
Counterattacked Book at first light from Northeast, East and Southeast, Initial attack failed, and enemy, pressing his temporary advantage, penetrated to within 200 yards of Bere en Dal, but was held there. Attack renewed at 1300, and at 1800 Beek cleared of enemy and all defenses reestablished.

At 1500 supplies dropped from approximately 400 C-47's on drop zone West of the Maas-Weel Chiel. Drop pattern was six miles in length by two miles in width. Recovery estimated at 60% was accomplished with assistance of Dutch civilians.

#### D PLUS 5, 22 SEPTEMBER

504 Perachite Infinitry (less 2d Battalion)
Relieved of mission to Nijmegen bridgehead and displaced to Doklerswald as Division Reserve.

2d Battalion 504 Parachute Infantry
Relieved 2d Battalion 505 Parachute Infantry in sector between
Mijmegen and Ubbergen and, upon Division order, with Royals, cleared
by 1700 area between Nijmegen-Cleve highway and Waul River East to
line Ubbergen - Pals.

505 Parachute Infantry (less 2d Battalion)
Reestablished road block at Mook. With Royals, reconnoitered to
Riethorst and found road clear of enemy.

2d Battalion 505 Parachute Infantry
Relieved in Nijmegen - Ubbergen sector by 2d Battalion 504 Parachute
Infantry, reverted to regimental control, and relieved Coldstream
Guards at Heuman Bridge.

508 Parachute Infantry
Held Wyler Berg throughout day and night against persistent enemy
counterattacks. With one company Royals attached, effected a reconnaissance in force to Wercheren and high ground West of Eplekom.
Met strong resistance and withdrew to high ground vicinity Berg en
Dal

Attached Units
Coldstream Guards relieved to attached to this Division and moved
South to Vesel to restore line of communication of Second British
Army.

#### D PLUS 6, 23 SEPTEMBER

On this date the third glider lift of the Division took off from six airfields in the Granthem-Cottesmore-Langar area bearing 325 Glider Infantry; 80th A/B Antiairreaft Battalion, less Batteries A and B; Company A 307 A/B Engineer Battalion; and elements of Division Special Troops, and landed on and in the vicinity of LZ "O". A number of gliders did not land on the proper landing zone; two landed in England, and forty-three were released between the coast and the LZ. Ten cliders are still unaccounted for. Immediately upon landing, the 325 Glider Infantry was closed in the woods West of Groesbeek preparatory to taking up a sector on the front.

#### D PLUS 7.TO D PLUS 30

The Division continued on its mission assigned by 30 Corps of holding the area between the Waal River and the Maas River, with its front generally that of D plus 6. The 325 Glider Infantry cleaned out the larger portion of the Kiekberg Woods and advanced the right flank of the Division.

#### SUMMARY OF PERIOD 17 SEPTEMBER TO 16 OCTOBER

<u>a</u> •	Parachute Lift	Number	Percent
	Planes committed	482	
	Dropped on or within 1000 yards of DZ	430	89.2 `
	Failed to drop on or within 1000 yards of DZ	52	10.8
~	Unaccounted for	0	0
<u>b</u> .	Gliver Lifts		
	Gliders committed	902	-
	Landed on or within 1000 yards of LZ	763	84 <b>.6</b>
	Failed to land on or within 1000 yards of LZ	102	11.3
	Unaccounted for	37	4.1
<u>e</u> .	Our losses		
	Killed	469	3.4
	Wounded	1933	<b>14.</b> ●
	Missing	640	4.7
<u>a</u> .	Enemy Losses		
	Killed	249●	
	Prisoners of War	2977	

Results of Operations
All missions accomplished

# HQ 82° AIRBORNE DIVISION U.S. ARMY

STATISTICAL STUDY, BASED ON REPORTS OF
DIVISION PERSONNEL OF GLIDER LANDINGS OF
82 P A/B DIVISION TROOPS IN OPERATION
"MARKET" 17, 18 4 23 SEPTEMBER 1944
GAVIN

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# HQ.82° AIRBORNE DIVISION APO 469 31 OCTOBER 1944 U.S. ARMY

STATISTICAL STUDY, BASED ON REPORTS
OF DIVISION PERSONNEL, ON PARAGHUTE LANDINGS
OF 82°A/B DIVISION TROOPS IN OPERATION
"MARKET" 17 SEPTEMBER 1944
GAVIN

GAVIN COMMANDING

ORGANIZATION	TAIL	J P.	ER30	MNE	_	DISTANC
	NUMBER	OK	KIA	WIA	M/35	FROM D.
F 504 PACHT INF	45-/5/65	12			1	DZ
	42-92700	12	-	_	_	DZ
	1 0 -75 -		-			
TOTAL	<del></del>	24		-	-	
PERCENTAGE			_	_	-	
- ZZCZZY I HOL		100	<b></b>			
6660						
SERIAL NO A-7	TIMEOFL	POP	·/30	) D2	· N A	COUTE · N
FIELD.FOLK	INGHAM	_G/	O.NR	3/3	ķ	
DRGANIZATION	TAIL	P	ERSC	NNE	7	DISTANCE
	NUMBER	OK	114	WIA	MISS	FROM DE
at Ha Co 505	3/5650	/9	, ,		_	3 MI NE
	283649		-			2 MINE
<del></del>	25292/	2/		-	-	Z MINE
	2957/4		-		_	
	45-48394		-			11
<u></u>	42 97880	15		$\vdash$		
40 Co 34BN 505	42-5682		_		$\overline{}$	- 11
		/9				3 mi NE
	43-15/98	/8			_	DŽ
	4/-/8487	/6		- /		- 11
	42- 52863	/8				**
	43-15267	/9				
	42 - 25474	16			$\neg \neg$	
	42-23647	18	_	-	_	- 6
	43-/5/45	/9		7		**
	42-68766	14	_			
	42-100514	12	-	-	-	
o "G" 505	42-30648	/8		.3	$\neg$	_:-
	42 23386	18	$\rightarrow$	-3	;-	
	15-15075		_		-4	
:	12 930/4	_/8	$\rightarrow$		$\rightarrow$	**
<del></del>	42 30723	14	_		$\rightarrow$	,
<del>_ ;</del>	V= 30723	/8	$\rightarrow$			
	42 - 92970	./8		-	_	
P.	43 16265	/6				- 84
	42.935/9	77				Fr
_ "	42-93027	/5				
	43-15/76	13	$ \top$	/		
Co"H" 505	43-15066	20				
	42-32867	19	$\overline{}$	$\neg$	$\neg$	
	3/56/9	16		_		- 14
	42 32925	77	+	$\rightarrow$	2	h .
	42-32877	78		$\rightarrow$	~+	
	42 235 29	73	-+		3	
			-+	_		
	42-5102	18	-	-		
	42-92726	16	$\rightarrow$		1	
	42-93511	18	_			
	49. 24711					

SERIAL Nº A-2 TIME O'DROP-1250 DZ-Q ROUTE N

SERIAL Nº A	-B TIME C	FDI	200-1504	ΔZ	· N
ADUTE N I	FIELD FO	KINC	HAM C	PN	3/3 77
ORGANIZATION	TAIL	· F	ERSONN	EL	DIST ANC
	NUMBER	OK	KIA WIA	IMISS	FROM D
HedHaCo 505	42-92870	18	10.00	11.7.00	DZ
//	42 - 328 Z7	76	-	-	
	42 - 58920	177	7	-	<del>- : -</del>
	43 /6266	14	<del></del>	,	
Ha Co 29BN 505	347935	13		-	
Ha Co 2º BN 505	/0899/	78	<del></del>	-	3 Mi Na
THE CO X DAIDOS	3/5 082	1/6		<del> </del>	
	268705	2/		┿	
	292064	76		<del></del>	
	208979	/6		<del></del>	
n.	42 - 93076	/8		₩	
				٠	
	45-16049	12		<u></u>	.,
Co "D" 303	43-15325	20		-	
CB 22 303	3/5506	_//			**
	293507	74		-	-
	3/5/9/	/8	_	-	
P P	45-/5662	17			- 0
	224/77	16			
	426690	14			
	295527	/6			
h	268758	17			.,
"	4.25700	_/6.			
- 1	3484/5	/5			
Co E 505	348 403	15			_2 Mi NE
	293712	17			- 19
	4/38 449	_/3			1500 Yes No
. 15.	43-15202	14			2000 Yes AVE
	293518	/5			.,
	2937/5	76			- 11
	42-24/98	14		$\neg$	
	292718	17		$\neg$	
- 11	42.24/84	17	- /		*1
	43-/5294	/9			
Co"F" 505	42.24173	/8	-	٠,	2 MI NE
7	43 133 45	18	_		K MI NE
,,	43-/5/60	72 1	_	$\rightarrow$	<del></del>
	/00 B 78	/3			- ''
<del></del>	42.24270	13			- :
	42-93793	18			- 1
	4Z 93005	14		-+	
	4/ /8632				
		15		-	
	43-15110	15			N
	232870	14			
514 Co 82 A/BDIV	648	/2			DZ
	703	12			
				Т	
TOTAL		7/0		21	
PERCENTAGE	I I	99.3	1 4	भा	

GRAND TOTAL	PERSONNEL					
	OK	KIA	WIA	M/55	TOTAL	
TOTAL	7127	2	122	26	7277	
PERCENTAGE	97.94	.03	1.67	.36	100	

NOTE:
ON THIS CHART, DROPS
WITHIN 1000 Yds OF DZ ARE
SHOWN AS BENG ON DZ.

ATLANTA SER DEPOT, \$31, \$-4.48-1,040

SERIAL Nº A	9 TIME	OF	POP	- 75	OB.	DZ·N
ROUTE · N /	TELD . CO	776	E 440	25	~~	√° 3/6 €
OPGANIZATION	TAIL	<del>" ~~</del>	ERS	244	97 /	576 C
Q=QANIZATION	14/12/62-2	-~=	F#.2	ONN		DISTANG
HO.CO 1 BN 505	NUMBER	0/	A/A	W/A		FROM DZ
40 LO 1 - 0N 303		-/7				ΔŹ
	43-15513	20				1,
	42 - 25505			1		- 12
-	43-13095	/9		1		
	42 938/5	17		7		"
.,	42 - 24/89	20			$\overline{}$	- 1.
	42 92777	17	-	_	_	77
	43 46390	15	_	-		-
	42-100516	16	-		_	-
Co A' 505	43-/5292	22		_		-
<u> </u>			_			
	45-15/7/	22	$\vdash$	-		- 6
	43 15295	2/	$\vdash$	-		
	42 - 92774	/9		_		- 6
	43 15509	/9				- 14
	43-15510	19				14
	42-92725	20				-
	45-15498	20				
	43-15812	19	-			
Co "B" 505	42 92884	77			_	
	42-700875	78	_			
	43 15093	78				- ::
- "	42 - 92846	18		-		
	42 - 24392	10			-	
	42-/00502		_	7		- 11
<del></del> ;	44-700302	76			_	
	45-93/00	79		_		÷
	42-24328	18				
h .	45-3072/	18				11
Co "C" 505 "	43-15617	17		-		- 11
	42-68772	20				**
	42 92755	77				
	43-4844	20				
	42 - 93734	21	_		_	
	43 - 48293	77	_		$\overline{}$	
	3/567/	18	-	-	$\overline{}$	
	43-/53/7	15	-	-	7	
	42 92884	/9	-	_		
10 BZ PAVB DIV	72000		$\overline{}$	-i	_	- 11
	-	16		_		- 11
		/6				**
		15	. 1			
		14	$\neg$			1.
		75				
		76	_			
		74				- "
TOTAL		769		5	2	
PERCENTAGE		99./	$\overline{}$	-6	- 3	

SERIAL Nº A-IO TIME OF DROP 13/3 DZ O ROUTE N FIELD COTTESMORE GP Nº 3/6 TM							
ROUTE · N FIE	LO. COT	TESMORE GP Nº 3/6 TH					
ORGANIZATION	TAIL	-	ER50	ONN	E٤	DISTANCE	
	NUMBER	OA	R/A		M/35	FROM DZ	
HadHa 504	42-2393/	/8		2		OZ.	
	43-30652	/8			I —	1.	
	43-15300	15		1			
Ha Co 1 57 81 504	43-75497	17					
	43-15641	17		7		4	
	43-15207	_/8					
	42-92056	/8					
	43-15305	15		2			
	92-93075	1/2		2			
- 11	43-15225	78				- 4	
r.	42.24/8/	/7					
	42-25935	70					
Co 'A' 504	43.47972	15					
	45-15534	/6			Ī		
	43 15659	13				. 1	
	43-15/94	12					
	42 - 9286/	13		7			
	42 - 93512	16		/		1,	
	43-15638	15				' '	
	42 100499	/4				,	
	42-23639	13					
•	43-15265	14				- 1	
	43-15638	15					
Co" B" 504	43-15227	14					
	43-15185	_/2					
	43-15643	15		l	-		
	43-15834	12					
	42- 100 973	13					
	43 /5/79	_2_		/_			
	42-100902	17					
	43-15258	15					
	42-700577	12		$\overline{}$	$\exists$		
	43-15205	9			$\neg$		
	42-24389	16			_	h	
Co C 504	42 23503	14		-4	$\rightarrow$		
, t	42-68769	/5					
	42-/08909	14				- 4	
"	42-687660	/2		-	$\rightarrow$		
	42-93780	-/2	$\rightarrow$		_	-	
	4Z-93/54	-75			-		
	4Z · 23625	15			_	· ·	
	43-15106		$\rightarrow$	-		N N	
	42-100883	/4	$\rightarrow$	$\rightarrow$		н	
	43-/5495	4	$\rightarrow$	$\rightarrow$			
	42-68765	//		-+			
		222			-+		
TOTAL		663	-71	/3			
PERCENTAGE		97.6	.3	4.9			

SERIAL Nº A-11	TIMEO	DROP-1	3/7 OZ-	0
ROUTE N F	IELO SI	ANHOE	GPN	3/5
ORGANIZATION			ONNEL	DISTANCE
	NUMBER	OK KIA	WIA MISS	FROM DZ
Ha.Co 504	42-93064	/8		DZ
11	43-100872	-77	177	-
	43-34652	/5		A 18 ( 18 / 18 / 18 / 18 / 18 / 18 / 18 /
Ha Co 3 BN 504	43-15266	77	7	
	43./5255	15	71	11
	42-93/04	/6	/	7,
-	43-24175	77	7	.,
	43-/4687/	14	4	,,
Pi .	43-/5256	15		"
	43-15/64	/9	T	**
. "	42-93037	/7		Process of
	42.234/2	18	77	- VOINTERNA
Co G" 504	42-92849	15	7	ALC: N
	42:104905		- 4/20 Miles	(See
and the second second		1.12 Barret	F. 4 - 1 - 1 - 1	
same a minimum or an all and a designation of	Control of the second	A salare us		

ومعاري والمستثنة		سعم∞ څان	mys.		
- 12 mm	The william	_ خامس که از	Simon		200
- 6	43: /62.69	76	777	F 14.	100
	48-16293	76			
	43-15206	76	1	_	
Co"H" 504	42 93063	14			
	43-15308			15	W 95. 22.25
	48-16022	16	_		ΟZ
	43-757.24	1 77 1	- 3		
. н	43-15173	1771	_		
	42-93697	72			**
-	42-24/74	75	$\overline{}$		
	43-15321	731	_	_	17
	42.92.36	72			
	43-15/75	77	7	_	11
	43-16023				- 11
Co 1 504	42-92612	78	$\neg \neg$		**
••	43 - /3'05'0	72			**
	42 - 93037	777	$\overline{}$		11
	43-76263	10			-,,
	45-15351	75			
	42-93698	12			
	43-1507/				
	43-/628/	/3.1	1.		ět .
	43-15/88	//			N N
**	42-24/72	"	$\overline{}$		
17	42. 937/9	74			
			$\perp$		
TOTAL		624	85	75	
PERCENTAGE	<u> </u>	94	3.6	7.2	

SERIAL Nº A-I ROUTE · N ORGANIZATION	2 TIME	OF D	ROP	7320	, ,	5z · 0
ROUTE · N	FIELD: 3	PAN	MOLE	G	PN	3/5 14
ORGANIZATION	TAIL	1 6	ERS	ONN	FL	DISTANCE
	MMBPR	OR	KM	17/1	लंबर	FROM DE
HadHaCo 5.04	42-659//	177			_	ΔZ
"	43-153/4					
- 0	43-15/57		_	-		- 77
40.Co 2 Bx 504	42 - 93520		-	-	-	
*	42-108963	17			-	
	42-46 399			$\overline{}$	_	
	41-48404			-		- "
	42-15/99		-			
77	42 92895	10		_	_	
	42-/08906		_		_	
	42.23305		-			
				-	_	
Co D" 504	42 92902	13	-	/	$\vdash$	
	12 /08977		-		Ь.	
	45-75208	/3	_			Ī
	45-15346	15				- 11
	42 92780			1		
	42-92835			Ī		
	43 - 93701	14				11
	42-92779	15				
	42.93515		L	-		
	43-48402			1		-,-
	43 15/93					
	42-92864	13				4
Co E' 504	42-23609	76		7		
	43 /5125		_			- 11
- 6	45.93020	15				
	42-92742	18				
	43-15339	76	~			
, , , , , , , , , , , , , , , , , , ,	42-68911	76		-/-		- 14
	42-93707	13				
	43-15/87	78				0
		/6				.,
•	42-93032	15				- 10
- 1	43-15204	12				
Co F" 504	42 92733		_			
	43-75333	/3		- /		
	42 - 93702	77	$\neg$	7		**
	42 93790	16			$\overline{}$	
- "	42-93706	15			_	
	42-/08960				_	
	42-92890	73	-	3	$\overline{}$	
	43-15255	76	-		-	
	42-92877	· '8		_		
"	43-15612	15			$\overline{}$	- :
			_	$\overline{}$		
	42 93085	/5	-	$\rightarrow$		ď
PERCENTAGE		673	-4	(8)	$\rightarrow$	
PERCENTAGE		97.5	.2	2.3		

	FIELD	SALD	ERT	21/	GPA	4 439 7
ORGAN/ZATION	TAIL	1 2	ER50	MNE	4	FROM D
Had Ho Bray D. Hary	NUMBER 42-100858	14	/A/A	N/A	M/35	
TO DESCRIPTION OF THE PARTY	42/00860		-	⊢		DZ
<del></del>		16		_	_	
Co B 307 ENGE	42-100862	. 17	-	⊢		
CO B SUTEME		/3	_		-	
	604	14		- ,		
	652				-	
		13		—	-	-
	827	/4	⊢	$\vdash$	⊢	
<del></del>	824	1 1/2		-	-	
<del></del>	830	1/5		-	-	
	828	13	-	_	<del> </del>	
CoC" 307ENGR	41.750.20	15	_	—-	<del>                                     </del>	-
COL DOTATION	42-100847	14	-		_	
	42-100 825		-	-		<del></del>
	42-92912	1/2		<del></del>	_	
	42-/00833	14	-	-		-
<del> </del>	42 Yeu 000	13			$\vdash$	
<del></del>	42-/008/8	13	-		H	
	43-15/69	16				
Co "D" 307 ENGA	3/6549	14		_	-	
	42-/00B46	/2		,		-
.,	43-92908	15		<del></del>		
	43-756 49	/2		7	_	-
	42.2360/	73				
	42-/00874	15				
	42-93069	14				
	42-100 842	15		_	-	-
	42-/00059		-			- 0
	42-100444				_	
		428		7		
PERCENTAGE		98.4		7.6		

UNIGHNIZA 170N				ONN		DISTANCE
	NUMBER		KIA	WM	M155	FROM DZ
HasHaco 508	47-32855	78		Ĺ		DZ
	42-93078	/9				
Ho Co 1 UBN 508						- 11
	42-/0/003					. 0
	42 92905	16				
	42-/0/007	10		$\overline{}$	$\overline{}$	14
	42-101008	16				
	42-101009	16	_			
	42-10/0/0	76				"
	42 /0/0//	16				- 11
	42-101013	/7	_		$\overline{}$	- 15
Co A 508	43 5365	12			1	11
I.	43-/52/6		_		1 -	11
.,,	43-/4346		-			
н	42-10/005	76				- ,-
ls .	42-9273/					
	43-93028				<del> </del>	
	42-10/004	10				2000 7ds E
17	43-15216	1/2	_	7	-	,,
	43-48258	.76		_		DZ
,	42-/0/0/2					"
. 0	42-100863					-,,
Co 8" 508	2100864	/5				- 77
	E24337	72	_		-	- 15
	42-68043	17				
	42-15/02	15	-			
	42-101016	74		2		
. "	43-/5846	14	$\overline{}$	_	_	
**	2/0/0/8	12		_	_	-
	42-10/034	12				- "
	42-93041	75.				- "
n n	42-9214/	/2				
Ca'4" 508	42-/0/020					- 1
	48-92687					
n	42-10/02/					
,	42-101015	11				•
	42-10/014	12				
	42-/0/07	12		7		
	45-15066	12				
	42-10/023	14			_	
4	42-92846			7		
11	42-10/024		_			-
	42-100865	/4	_	-	$\vdash$	
325 W PF	7- 730000	Ź		-		- "
255-77		Ro	$\vdash$			- "
					$\rightarrow$	
TOTAL		383"		6		
		99./		. 6		

			420	P. 1.	35K	DZ·T
ROUTE N 1	FIELD	ZA	VG 4		GP.	Nº 441
ORGANIZATION	TAIL		f # 3 a.	WHE	_	0/17/19/
	NUMBER	OK	KIA	WIA	M/33	FROM DZ
HadHaCo 508	42 32870	19				DZ
	42. 5693			7		
	42- 6884)			_		-
Di .	42 101055	17				
	3/5644	16		7	-	ii .
-	43-15041	20		_		
Ha Co 28BN 508	42-100866	18			_	2000 Yes W
	42-293010	16			_	OZ
	£101030	14				B
	2100867	/9				,,
	42-101029			7		-
h.	393700				-	
	42 100868					
P	43-15035					
P	4315355	78		-	-	
Co "D" 508	43-/5033	76		7	_	-
	43.15045	76	_		-	-
	43-15/35	12				-
	43-48260	12		_		
	43-/5/89	14				
	42-92904		_			-
	45-15-054	73			_	
	43-15152		_			·
	43-15042		_	_	-	
	43-16379		$\overline{}$			
Co "E" 508	43-750 36	76			_	
р	43-15041	154				, , , , , , , , , , , , , , , , , , ,
	42-93082					
	42-92927	13.			_	
	43-/636/	72				
	42-100870	17				, ,
	42-/00869	/2		_		*
	3/5036	15		_		,
p .	45-45037	15				
	42-98068	17				r
Co 'F " 508	42-1010-26	17				
	42-/0/033	/2				
ji i	42 92911	_/3				,
)ı	45-/6045	12				5 Mi W
- 11	3/6042					DZ.
*	43-15219	/7				
4	42 -/0/032	/4				
	42-93720					
	42-10/027	15				.,
	42-/0/028		$\neg$			- 11
			$\neg$			
TOTAL PERCENTAGE		67/	$\neg$	. 4		

SERIAL Nº A-22 ROUTE N	TYME	0 P D	HOP	/330	5 0	z· T
ROUTE N F	IELO F	ULB	ECK	~~~	PNS	440 14
ORGANIZATION	TAIL	T A	ER50	NNE		DISTANCE
<u> </u>		00	P(0	W/A	40,00	FROM DZ
1a 411a Co 34BN 508	di corre	12.3	4114	MA	/m/33	PROM DZ
			-			ÞΖ
	42-100904					"
	42-929 14	16.				
	42-93705	17	1			N
.,	42-/00908	15			- 7	
	42-100900	78		-	_	
<del>-</del>	43-15087	1/8	-	$\vdash$	-	
13	43-49400			_		- 11
"	42-100913	15		. 2		
	29508/	76				- "
Co G . JOB	42-100965					
	345249	14		⊢	-	
			_	⊢.	-	
11	42-118886	/6	_			
,,	42-/00-306	/2		<u> </u>		e .
	3/5505	73		F .		
- 1	45-/3656	16				
	2/009/7	11		1		
- 41	42 68495	/2	-	_		
- "	2 68700	15		-	_	
	42-/00 961	11		-		
<del></del>	43-48468	/5			-	
Co"H" 508	45-15069	14	-	-		
	43-13636					
		13				
15	42-/0023/	18	-			
	/0889/	16		i i	I	15
le le	42/00922	11		3		11
	42-/00932	15				-
	2/00239	177		_		
	43 48408	/4				5 MI W
	42 /00933	17		_	-	ΔZ
. "	292775	10			_	- D -
	43-15/68	13			$\neg$	
C. "I" 508	42-/00911	12	_	2		_:
	2/00642	14	_	7	~+	-
	2/009/5	14		1 7	-1	- :-
	2/009/9	18		<del></del>	$\rightarrow$	
э.						*
	2/00 732	14		$\vdash$		- "
	42-7009/8	17		$\vdash$		
	42-101921	/4				11
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	45 - 40138	X	×			4				X	-	X		$\overline{}$	-	- "
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	43 -40141 43 -4039	¶ <u>X</u> -		-		3				х		×	$\vdash$	_		LZ
9	43 - 4039		X	-	ļ	3		ļ		X						
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DTRY 8" 456 FA BN	40139 42 - 77900 43 - 42094 42 - 7433 43 - 4157 43 - 4359 43 - 27375 43 - 36726 43 - 4797 43 - 4758 43 - 4758 43 - 4758 43 - 4758 43 - 4758	×			_	2	=			×		×				- :
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BTRY "C" 456 FA BN	43-4/309	×		_	_	8	_			×	<del> </del>	<del>                                     </del>	+-	×	$\vdash$	- "
	43 - 27375	X				9	ļ.,			×		-		X	-	
	43-41191	×		_	_	5	_				ļ.,	1	=	×		
	42 - 77660	ž	-		<u> </u>	2				×		<del> </del>	1	-X	<del></del>	- "
9	43 - 41398	X		-		10		-	-		H	$\vdash$	-	×		
- 1	43 - 41/0 / 43 - 40240	X				3				х						
	42 - 79454	1 â				2				×	_	×		-		
i II	42 56 358	X	<del> </del>			5		_		×		<del> </del>	-	×		.,
- ×	43 - 36346 42 - 79454 42 - 56358 43 - 40236 43 - 40241 43 - 41520	×			-	12				×	-	F	-	K		- "
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	43 - 40429 42 - 4226	2			_	ź				X		_×.	_			3 M/ SW
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N H	45 - 39233	×				ız						×	_			N .
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SERIAL Nº A	~IZ TIM	L OF	DROP	• 15	10 I	TEL	ها ۱۰	ADN	A.	Lz	- N	Rou	۲۳۰۲	, (	PN	DISTANCE
1	NUMBER	ENTACT	BAM	563	MISS	σĸ	KIA	ON NE	MISS	SER	E P UNSER	TRA SER	UNSER	SER	UNSER	PROM LZ
BTRY A 456 FABN	43-4/346 43-78950 42-74008	X	-7	픠		10	듸	-7	_7	×	П	_		F	=	LZ
	42-74008		Ŕ			3					$\equiv$		<b>—</b>	X		- 17
W	43-39740	.X.				10				×					<u> </u>	71
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H	43-40/55		Х.	_		2				x						- 11
7	43 4/044 43 4/873		×			5				Х.				×		- 11
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BTRY "B"456 FA BN	43-4/678	Х	. X.		_	2	f		$\exists$	X.	=	_	F	X	Ε-	- ;
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- P - U	42 · 77900 43 · 39707 43 · 77427	X				-				-	×			×	-	**
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11 P 10 	43 - 4/673 43 - 39807 41 - 4093 41 - 4093 41 - 4095 43 - 3691 43 - 3691 43 - 40424 43 - 40424 43 - 59707 43 - 59707 43 - 59707 43 - 59707 43 - 4444 45 - 4444 47 - 4444 48	X X	x		×	3			6	×	X.	•	x			LZ
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ATCANTA BEN BEFOT.811.8.4.46.1.800

### SHEET Nº 3

SERIAL Nº ORGANIZATION	A-13 T	ME	OF DRO	<u>БР-16</u>	10	FIEL	ϕFO	LKING	HA	1 LZ	ō	ROUT	E. 5		GP.	Nº 3/3T
Hailla Co 325	NUMBE 43-4/3	R 197	ACT DAG	DE3	M155	ok	KIA	EVAC	Mis:	JE SER	E P UHSE	SER	AILER UHSER	SER	UNDE	DISTANCE
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			X	$\equiv$		3	=		_	Ë		X	ļ.,		-	1/4 m/ 5 W
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- 1	45-413 43-400	46	X			4	$\equiv$			X			E		_	14 mi 3 m
He #Ha Co 40/	43-400 43-412 7 43-413 43-402 3378	88	×			74			_	Е	<u> </u>			$\vdash$		LZ
He (He Co 2 B N 325	3372	77	Ž	$\pm$		/0 4 /3	$\vdash$			х	-	_				IAMI SY
. 19	3378 43-4/8 43-4/3 43-4/3 43-4/3 43-273 43-372	2 3	× –			73				X		_		_	-	74
, , , , , , , , , , , , , , , , , , ,	45 405	66	X X			3			_	F	×	. <u>x</u>			=	- ::
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N N	44 420	17		×	_	4 3				×		X				- 11
i)	43-400	8	×	-	Н	5	$\vdash$			×	-	×				14 MI SW
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- "	43 - 7911	4 -,		×	$\exists$	13 13 12		=				=				19 MI SW
- t	42 · 774 43 · 791 42 · 584 3369 42 · 773 42 · 562	9 X		×	$\exists$	11		-	_							
- "	42 - 562	10 X			=	13	$\neg$	=				_				"
H H	45 - 398 45 - 398	19 X			$\exists$	/3 /3	$\Rightarrow$	_	_	=	•	_				- 11
	43 - 4/6 /6	,		=	=	13				_	=		_			14
tasta Co 2ºBH40	42-7756 42-5651 43-3672 43-7770	Ž	×	=		13						_				
11	43-1770 43-4129	š X		=	_	/ <del>4</del> /3							_			5mi 5W
	43 369	ij×	X	$\Rightarrow$	$\Rightarrow$	3	_	-	_	×	=	×	$\exists$			- 11
10	43 - 40/0 43 - 40/0	7 X 5 X		$\Rightarrow$	#	#	$\Rightarrow$	_	_	×						- 1
	43-4004	라^	X	=	_	4	=	_		×	$\exists$	×	$\equiv$			li ti
TOTAL	43-4/56	1		_		6	$\Rightarrow$								_7	ĽΖ
PERCENTAGE	上	79.0	9 7	6.2		400 99.9		09	J	93.4	6.6	12 100	J	3		
SERIAL NO A-	14 TIME	or Di	10P - 70	3/7	FIEL	o - 8.	ARK5	TON 4	EAT!		. 0		r. 3		GPN	6/0
	TAIL NUMBER	NTA	G L	DER	MISS	OK J4	KIAL	NNE EVAC	N 53	JEE SER	P INSER	TRAI	HSER	GU	N WSER	DISTANCE FROM LZ
CO B" 323 GLI IN	43 - 3094	7 2	1	-	$\dashv$	14	-	7	$\dashv$		$\exists$	_	$\dashv$	=	-	Lz
	43 - 405 1			=	$\dashv$	14		7			$\dashv$		-	_		- 14
-	42 - 5091	S X		_	=	13	$\dashv$	#	=	$\exists$			=	-	=	-
			X. [	=	7	14		=	7	_	7	_	-			
		0 X 5 X	=	_	#	15 /4	-	7	=	=	=	-	=			н
	43 · 4056 45 · 4210 34/53 45 · 4153	2 X	×		#	/3 /3 /4	#			-	=	=	#	#	_	ISMI SW
H H	43 · 4/53	X		$\dashv$	#	14	$\dashv$				=	=		_	$\exists$	
o'A" 325 GLI INF				#	_	/3 /4	_	#	_	#			=	⇉	_	
B II	32788 43: 4(8/7 53670	. 1	X	=	#	14	_	_	$\dashv$		_	_		#	=	- "
	31987 33865	X		_	#	14	$\Rightarrow$	_		_	_	_	_	_		
* 11	26528 43-4/484	3]	X	_	#	/6 /3		$\Rightarrow$	=	#	$\Rightarrow$	_	$\Rightarrow$		=	
14	27939 34/94	ı x	=	#	#	15	=	_	=	=	=	$\Rightarrow$	$\Rightarrow$			- "
ja Ji	3/9/132	1			#	14	二		_	_	_					- "
- n	34/583 3/9865 340390		Х.	$\Rightarrow$		15 14		$\Rightarrow$	#	_	#	_		_		
le le	25655	X	$\pm$	<b>=</b>	$\pm$	15° 14				$\pm$	$\pm$	_	+	-	$\pm$	
n n	256334 42-45667	×	×	$\rightarrow$			-	-	$\mp$	7	$\dashv$	+	-	$\dashv$	7	
*	42-45667 43-19/95 42-78566	Ź	×	-	7	/3 /3 /3	7		$\exists$	7	7	-	7	-	-	
N N	45 40389	1 2	$\pm 7$	$\equiv$	<u> </u>	14	7	-	7	7	7				$\exists$	,
D N	43 77545	1 ×	H			14		#	-	_	丰	_	-	+	7	H
	3 4/ 395		×	$\Rightarrow$	$\perp$	14	#	+	#	-	+	$\dashv$	#	#	#.	9mi SW
	256544	ž	17	#	#	14	#	#	#	#	#	#	#	#	#	LZ LZ
TOTAL PERCENTAGE		27.5	9 22.5	=	5	50 9.82	$\pm$	/8	$\Rightarrow$	_	#	#	#	#	_	
	-15 TIM									_				_		
ORGANIZATION	TAIL	MATAC T	GLIDE	R	156	PE	(30N)	VEL	arad	JEE	PΪ	RAIL	ER S	GUN		STANCE ROM LZ
4 4 Ha Co 2 PB + 525	43-41206	X	1		-	/3 L	- E	ns M	48 5	EKU	ert S	ER UN	S	E R V	ma F	LZ
	43-40051 43-42049 43-420421	×	×	$\Rightarrow$	#	/3 /3 /3	#	#	#	_	-	#	+	#	$\pm$	*1
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	43-39678			×	$\pm 2$	3	$\pm$	1	1	=	$-\Gamma$	$\pm$	$\mathbf{F}$	J	Ŧ	9 ,560
	43 /9723	×		#	_ 1 /	73	$\pm$	Ŧ	-	-	Ŧ	Ξ	$\pm$	Ŧ	$\mp$	
o "E" 325 Gri lar	43 - 39808 43 - 19723 42 - 77663 42 - 59815 43 - 39670 339727 43 - 42055	X X	X.	$\pm$	+/	3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	$\pm$	$\pm$	$\pm$	_	_		Ⅎ	$\pm$	$\pm$	- I)
,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	339727	*		$\pm$	+3	3	$\pm$		$\pm$	$\pm$	$\pm$	Ξ	$\pm$		$\pm$	-91 11
,	43-4//4/	XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX		$\pm$	£	<u>.                                    </u>	Ŧ	Ŧ	-	Ŧ	F	Ŧ	F	Ŧ	Ŧ	11
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	43-4/506	×	_	_	17	2				Va 60			-		Ned at	
H H	43-4/033 43-4/141 43-42021 43-42030 43-47030 43-1916/0 43-1916/0 42-73884 43-40449 43-40521	X	-	7	17	j 2 1	-	+	+	-	1	-			-	1
	43 - 40449	×	_	#	- 1	2	#	+	+	+	#	#	#	-	1	19
	43 - 3/382 43 - 40/48 33/33/ 340/60	×	<b>—</b>	$\mp$	1		#	7	#	$\mp$	#	$\downarrow$	#	#	#	-
	337337	×	-	#	+2	<u> </u>	-	#	+	$\pm$	#	-	+	$\pm$	$\pm$	75
F SESGLIME	339994 33739/	XX XX X	$\Rightarrow$	#	$\pm 2$	3 3 9 2 2 3	$\pm$	+	+	£	£	$\blacksquare$	$\pm$	£		M SW
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- 3	390544		F	-F	-7/	£		Ŧ	Ŧ	Ŧ	Ŧ	Ŧ	Ŧ	Ŧ	+	
- "	390344						$\overline{}$	_			_	_	$\neg$		$\neg$	
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# # # # # # # # # # # # # # # # # # #	390344			x	1	3 3 3 8									13	M SW LZ

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13   13   13   13   14   15   15   15   15   15   15   15	30 mi 28 mi L Z			+													<u>"                                    </u>	81	3722		
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1900   X	28 mi						#	Ι.,	Ë	٥,			9	Ţ	$\vdash$	-	X	71	3396	7	
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AND C. 10 B. 225 27 27 27 27 X			⇉				#	-					7	_	1	-	X	64	3274	7	
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SERUL NY ALTO WILLIAM OF SHOT LIGHT FIRE OF LANGES LICE OF SOUTH 3 OF HE ALTO MARKET ON THE ALTO MARKET ON T		=	7	-	_		7	$\vdash$	X		_				-	F	×	10	34105	Ŧ	
SERUL NY ALTO WILLIAM OF SHOT LIGHT FIRE OF LANGES LICE OF SOUTH 3 OF HE ALTO MARKET ON THE ALTO MARKET ON T			#		2	5	#	13		35	4	_	353	6	3	17.5	25	_		#	PERCENTAGE
## 46-56178   X   3   X   X   X   X   X   X   X   X			I		28.6	11.4	<u>, 17</u>	_			-	_							_		
## 46-56178   X   3   X   X   X   X   X   X   X   X	15 TAP	44	ar G	PN	LED	TRA	JTE J 1	EP	2.,,,,	<u></u>	Ŕ NN N#	NG/		FIEL	d36	o	OF DR		TAIL	7	ORGANIZATION
## 46-56178   X   3   X   X   X   X   X   X   X   X	ROM [	MSER	ij	SER	UHMER	SER	<b>e</b>	UNTE	SER	Mraa	EVAC	KIA	σĸ'	M133	DES.	DAM	INTAC1	Ş	MBER	13	
T	L.Z	$\exists$	1			×	+	$\vdash$		_			Ť				3	ġ	1991	13	
T. Co. 25 Caller   47. 564-9   X	_ ::	$\exists$	f			x	1				_1		7					2.2	1901	13	
- 92 - 24488 K		-7	Ŧ	-		7	Ŧ	-		7	-			4	H	×		5	. 5/2	- 4	AT Co 325 GLINE
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15	- "	$\equiv$	$\pm$	X			$\pm$	┢					3	=			×	73	1987	•	
15	- 10	=	Ŧ	×	_	=	Ŧ		x	=	=	Ĺ	-2-	-		I	X	- 8	7775	-	- 64
. 65. 733. X		$\equiv$	#	É		$\exists$	#	_	Х							<u> </u>	X	75	- 198	Ţ.	:
1	- 0	-	+	$\vdash$		-	+	-	×	_			3			$\Delta$	x	ŝ	773	E	
- #3 - #2138 X	- 11	=	Ŧ	,		$\exists$	Ŧ			-	-,-		11	$\dashv$	-			24	. 276	- Id	:
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1	1) 1)	-	+	×		$\dashv$	┿		×		$\rightarrow$	-	3					肴	. 1777	1	
1	O Mi E	X	#		_	$\exists$	#	_	_	=		=	-3	=	_Х.	=		4	/564	4	<u> </u>
### ### ### ### #### #### ############			#		_	=	1		х	$\dashv$							×	M	. 7759	14	
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